

MEETING RECORD

NAME OF GROUP: PLANNING COMMISSION

DATE, TIME AND PLACE OF MEETING: Wednesday, May 17, 2006, 1:00 p.m., City Council Chambers, First Floor, County-City Building, 555 S. 10th Street, Lincoln, Nebraska

MEMBERS IN ATTENDANCE: Jon Carlson, Gene Carroll, Michael Cornelius, Dick Esseks, Roger Larson and Lynn Sunderman; Gerry Krieser, Mary Strand and Tommy Taylor absent.

OTHERS IN ATTENDANCE: Marvin Krout, David Cary, Jean Walker and Michele Abendroth of the Planning Department; Randy Hoskins, Public Works & Utilities; media and other interested citizens.

STATED PURPOSE OF MEETING: **Public Listening Forum on the update of the Lincoln-Lancaster Metropolitan Planning Organization's 2030 Long Range Transportation Plan**

Chair Jon Carlson called the meeting to order.

Staff presentation:

Randy Hoskins of Public Works & Utilities provided an overview of the status of the update. The first step in the process was to change to a new modeling software to look at how the future volumes will be impacted by the changes happening over the next 30 years. The new model has been updated and tested under the current conditions and used to look at the impacts on the streets using the 2030 land use map. They then put together the "continuing growth base network". With that plan they put together what looked to be able to accommodate the growth as defined by the land use plan over the next 25 years. Once that was done, the Planning Commission was brought into the process and they have come up with eleven different alternatives. Those alternatives have been modeled, including a number of additional roadways that have been added into the plan and one-way streets that might allow us to carry more traffic on some of the internal streets as opposed to widening. We put those into the traffic model to see what that did as far as being able to handle the traffic in 2030, finding that there was not a whole lot of difference in any of the networks reviewed. The average trip time from those runs was that in 2030, the average travel time for a trip within the city would range between 13.5 and just over 14 minutes. Currently, the average trip time, based on the 2004 model, is just under 8 minutes, so that is something that people will need to keep in mind. Thus, as the years go by, we are going to see a fairly good increase in travel times.

Meeting Minutes

Public Listening Form on Update of LRTP

When we ran the model on all of the scenarios, we came up with the traffic volumes that would be expected. The purpose of that is to make sure that the number of lanes we are proposing will be sufficient to handle the kind of volume that will be on those streets in the future.

The task now before us is to narrow the scenarios down to one single network, which will be reviewed in much more depth and detail, including costs, how to pay for it, and a number of other issues. The goal is to select one alternative by the end of this month.

Carlson asked Hoskins to talk briefly about the public process to this point. Hoskins advised that the process was started with a series of six open houses in which the public was encouraged to provide input on what they would like to see included in the new plan, i.e. improved streets, transit, airports, pedestrian and bicycle facilities, etc. More recently, the eleven different alternative networks were taken to an open house where feedback from the community was encouraged. This public forum is another portion of that public input process.

Carlson noted that the 2030 population projection is 350,000 to 360,000. In terms of starting to be a bigger city, where does Lincoln rank when compared to other cities of that size in terms of travel time? Hoskins does not believe Lincoln would be out of line with cities of that size being within the 13-14 minutes. Right now, Lincoln has a very low travel time for the size of city that it is. It will obviously become more difficult to maintain that as additional traffic is placed on our streets. It is not necessarily a really long time but a mind-set that the community needs to recognize. It will not be a jump from 8 to 14 minutes immediately. It will be gradual.

Esseks inquired of Hoskins as to what he believes the major issues are going to be in making this decision. Hoskins noted that at this point, we are primarily talking streets. Obviously, some of the major issues we have heard from the community include whether or not to widen the existing internal arterial streets. At this point we have determined that we will not be widening those streets. One-way streets are also an issue. That is a way to carry more traffic, but it also creates some problems with longer travel distances being involved and sometimes it impacts neighborhoods with traffic cutting through neighborhoods. Probably one of the big areas of concern is funding for these streets. One of the things we looked at with the continuing growth based network was to scale it back to make it more fiscally constrained. That is something that is going to have to be considered throughout this whole process.

Esseks asked Hoskins whether he would consider the issue of which of the new area streets should be four lanes versus two to be a big decision. Hoskins' response was

